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November 27, 2002

Via Electronic Filing

Ms. Marlene H. Dortch
Secretary
Federal Communications Commission
The Portals
445 Twelfth Street, S.W.
Washington, DC 20554

Re: ***Ex Parte Presentation:***
IB Docket No. 01-185

Dear Ms. Dortch:

Yesterday, November 26, 2002, on behalf on Inmarsat Ventures plc, I participated in a meeting with the following Commission representatives: Bryan Tramont, Senior Legal Advisor to Chairman Powell, Bruce A. Franca, Deputy Chief of the Office of Engineering and Technology, Ronald T. Repasi, Assistant Chief, Engineering, Policy Division, International Bureau, and Scott D. Delacourt, Legal Advisor to the Chief, Wireless Telecommunications Bureau. Also present were two members of the U.S. Air Force from Andrews Air Force Base: Chief Master Sergeant Michael W. Tedford, Chief, Air Force One Communications, Presidential Airlift Squadron; and Chief Master Sergeant Edwin H. Moren, Jr., Airborne Communications Liaison Office, 89th Operations Group/OGK.

Chief Tedford and Chief Moren described use of the Inmarsat system on the Air Force aircraft for which they are responsible for communications, including Air Force 1, Air Force 2, and the Senior Executive Fleet, which serves the Cabinet and other senior U.S. Government officials. They also explained the consequences of disruption to Inmarsat services on those aircraft that might be caused by terrestrial use of the L-band.

I provided to the Commission participants copies of the two enclosed documents: (i) a letter dated November 26, 2002 from Inmarsat to the Chief of the Office of Engineering and Technology explaining the infeasibility of incorporating a terrestrial monitoring capability on Inmarsat spacecraft, and (ii) a summary dated November 25, 2002 of the economic impact of terrestrial L-band services on Inmarsat and its users.

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Copies of this letter and the attachments are being provided to the individuals identified above.

Respectfully submitted,

/ s /

John P. Janka

Enclosures

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